

# **FACTS ABOUT** *The Commercial Harbor Craft Regulation*

## **What is the purpose of the regulation?**

In November 2007, the California Air Resources Board (ARB) approved a regulation to significantly reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from diesel-fueled engines on commercial harbor craft (CHC) vessels. These vessels emit an estimated 3 tons per day (tpd) of diesel PM and 70 tpd of NOx.

## **Who is affected?**

The regulation, effective January 1, 2009, includes requirements for both new and in-use diesel engines used on CHC operating in regulated California waters.

The regulation applies to all CHC vessels including, but not limited to, ferries, excursion vessels, tugboats, towboats, crew and supply vessels, work boats, pilot vessels, research vessels, emergency response vessels, barges, and commercial and charter fishing boats.

**Regulated California Waters means:**  
**All port, internal, estuarine and coastal waters within 24 nautical miles of the California coast.**



## **What are the basic requirements?**

- Install a non-resettable hour meter on each engine by January 1, 2009, if not already installed.
- Fuel diesel engines with CARB diesel (15 parts per million sulfur content or less) or an approved alternative.
- Submit an initial report to ARB detailing vessel and engine data by February 28, 2009.
- Maintain specific records on the vessel or at the vessel's homeport.
- Meet the "in-use requirements" if the vessel is used at any time as a ferry, excursion vessel, tugboat, or towboat.
- A used vessel may be purchased for use in California; however, it must comply with the regulatory requirements by specified dates.

### ***In-use requirements for ferries, excursion vessels, tugboats, and towboats:***

- Meet U.S. EPA Tier 2 or Tier 3 marine engine emission standards in effect at the time of regulation compliance.
- File a Compliance Plan and Demonstration of Compliance by specified dates.

There are two regulation compliance schedules:

1. A schedule for vessels with their homeports outside the South Coast Air Quality Management District (SCAQMD)
2. An accelerated schedule for vessels with their homeports in the SCAQMD

The schedules, based on the engine model year and hours of operation, are designed to replace the oldest, highest use engines first. For example, pre-1976 model year engines operating 1500 hours or more annually (non-SCAQMD homeported vessels) and pre-1980 model year engines operating 300 hours or more annually (SCAQMD homeported vessels) must comply by December 31, 2009.

### ***Requirements for engines on newly built vessels and replacement engines:***

- Meet U.S. EPA Tier 2 or Tier 3 marine engine emission standards in effect at the time the vessel owner/operator acquires the engine or newly built vessel. Tier 4 is required for newly built vessels once standards come into effect.
- Best available control technology required for all propulsion engines on newly built ferries.

To obtain a copy of the regulation and other related documents visit <http://www.arb.ca.gov/harborcraft>  
Get more information by joining the commercial harbor craft e-mail list serve at <http://www.arb.ca.gov/ports/marinevess/lists.htm>

## *Incentive Funding*

Incentive funding may be available for projects that provide emission reductions beyond those required by the regulation. Programs such as the Carl Moyer Program and the Proposition 1B Goods Movement Emission Reduction Program provide grants for clean vehicles, engines, and equipment.

A CHC owner/operator who wants to replace, retrofit, or rebuild vessel engines to a cleaner standard to reduce emissions, is encouraged to apply for incentive funds.

For information on clean air incentive programs available in California, please visit

<http://www.arb.ca.gov/ba/fininfo.htm>



## *Heavy-Duty Diesel Information Series*



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## **Commercial Harbor Craft**

### **What Owners/Operators Need to Know**



## *Heavy-Duty Diesel Information Series*

<http://www.arb.ca.gov>

<http://www.arb.ca.gov/diesel/mobile.htm>

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